



2nd Fleet

- VADM Fitzgerald -



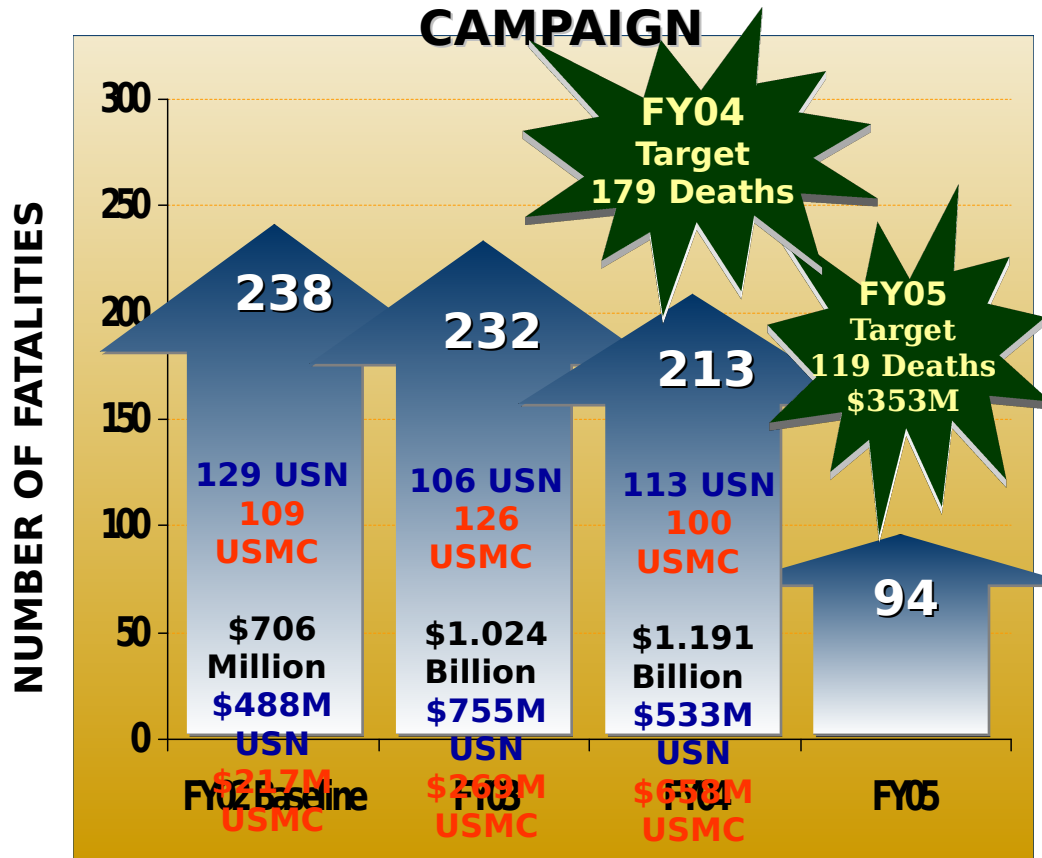
RADM Dick Brooks, USN
Commander, Naval Safety Center



Where We Are Today - "Big

Navy"

FATALITIES & RESOURCES LOST DURING 50% MISHAP REDUCTION CAMPAIGN



We have experienced 94 deaths in FY05
(38 USN & 56 USMC)

Our FY05 50% mishap reduction

PMV Fatalities:

26 Sailors and 15 Marines

Resources lost:

\$215M to date in FY05

**OUR ENDSTATE GOAL IS
ZERO!**



Magnitude of Accidents

In FY04, Navy and Marine Corps Mishaps Resulted In:

NAVY

- **1 Navy death every 78 hours (3 days)**
- **1 POV death every 120 hours (5 days)**
- **1 Aviation death every 73 days**
- **1 Active duty military injury every 6 hours**
- **1.8 Military members hospitalized every day**
- **11.33 Civilian man-years lost**
- **1 Aircraft destroyed every 41 days**
- **\$1.33 Million a day in aviation losses**

MARINE CORPS

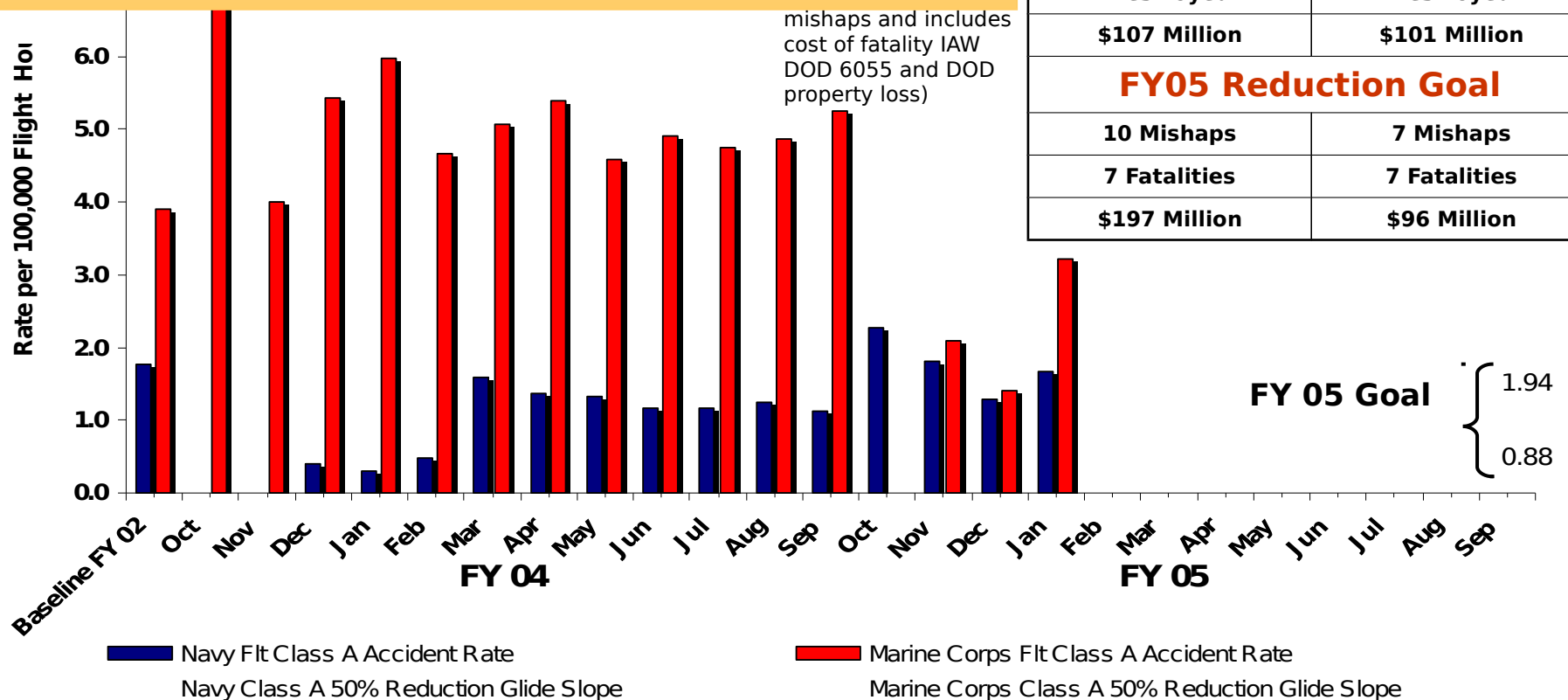
- **1 Marine death every 88 hours (4 days)**
- **1 POV death every 191 hours (8 days)**
- **1 Aviation death every 26 days**
- **1 Active duty military injury every 25 hours**
- **1.9 Military members hospitalized every day**
- **2.53 Civilian man-years lost**
- **1 Aircraft destroyed every 19 days**
- **\$1.74 Million a day in aviation losses**



Status Check

Leading Causal Factors

- **Human Error (89%)**
 - Aircrew (breakdown in Crew Resource Management, poor decision making, failure to properly perform emergency procedures)
 - Supervisory (failure to provide adequate guidance and training)
- **Material/Systems Malfunction (11%)**
 - Material/component catastrophic failure (no human error involved)



FY04 Losses

| USN | USMC |
|----------------------|-----------------------|
| 12 Mishaps | 18 Mishaps |
| 5 Fatalities | 14 Fatalities |
| 9 Aircraft Destroyed | 19 Aircraft Destroyed |
| \$468 Million | \$818 Million |

FY05 Losses

| | |
|----------------------|----------------------|
| 5 Mishaps | 3 Mishaps |
| 1 Fatality | 30 Fatalities |
| 3 Aircraft Destroyed | 3 Aircraft Destroyed |
| \$107 Million | \$101 Million |

FY05 Reduction Goal

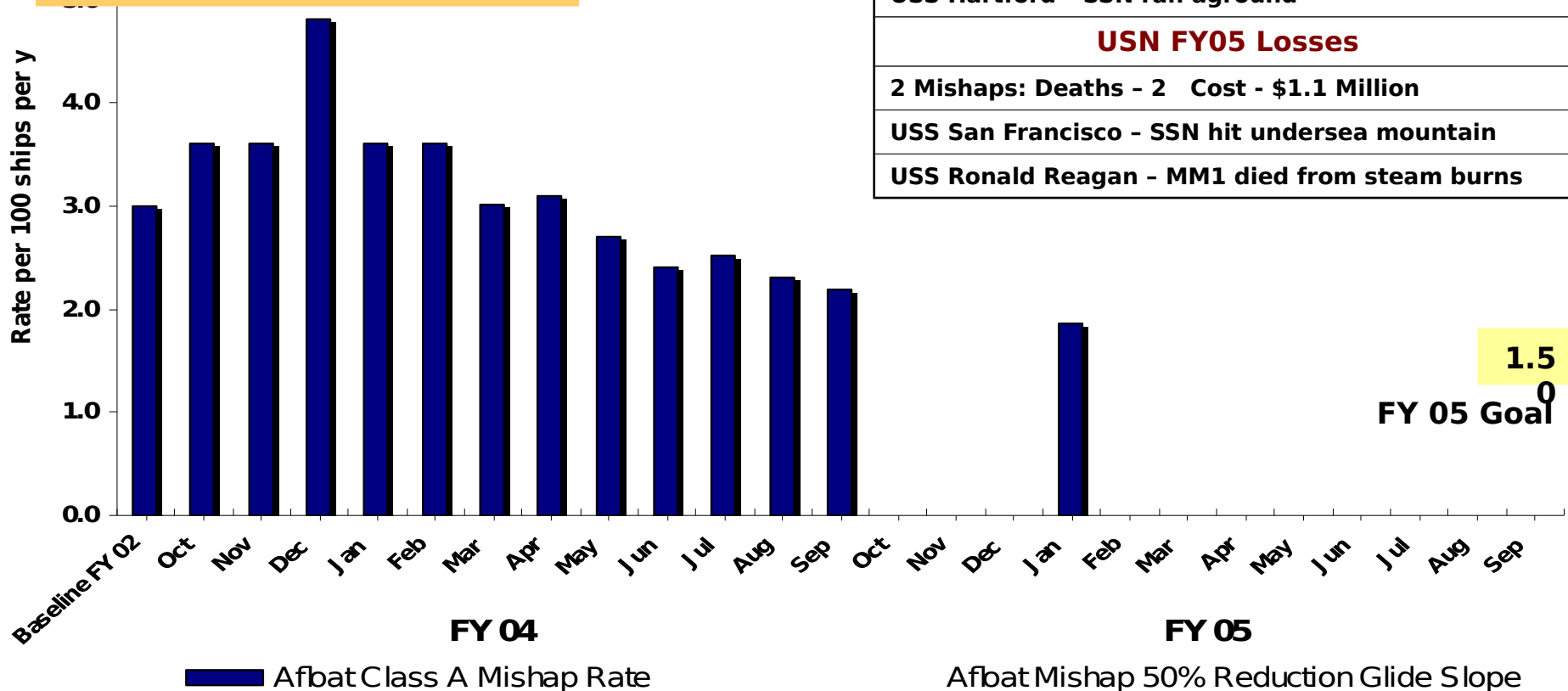
| | |
|---------------|--------------|
| 10 Mishaps | 7 Mishaps |
| 7 Fatalities | 7 Fatalities |
| \$197 Million | \$96 Million |



Status Check (Afloat Class-A Mishaps)

Leading Causal Factors

- Inadequate Supervision
- PMS not accomplished
- Poor Crew Resource Management
- Lack of Situational Awareness
- Complacency



USN FY04 Losses

7 Mishaps: Deaths - 3 Cost - \$15 Million

USS John F Kennedy - collision with dhow

USS John F Kennedy - H2S leak

ACU 5 - M1A1 tank slid off LCAC

ACU 4 - LCAC damaged in well deck

USS Greeneville - ASDS damaged during transport

USS Typhoon - RHIB ops in rough seas

USS Hartford - SSN ran aground

USN FY05 Losses

2 Mishaps: Deaths - 2 Cost - \$1.1 Million

USS San Francisco - SSN hit undersea mountain

USS Ronald Reagan - MM1 died from steam burns



Status Check (DMV Fatalities)

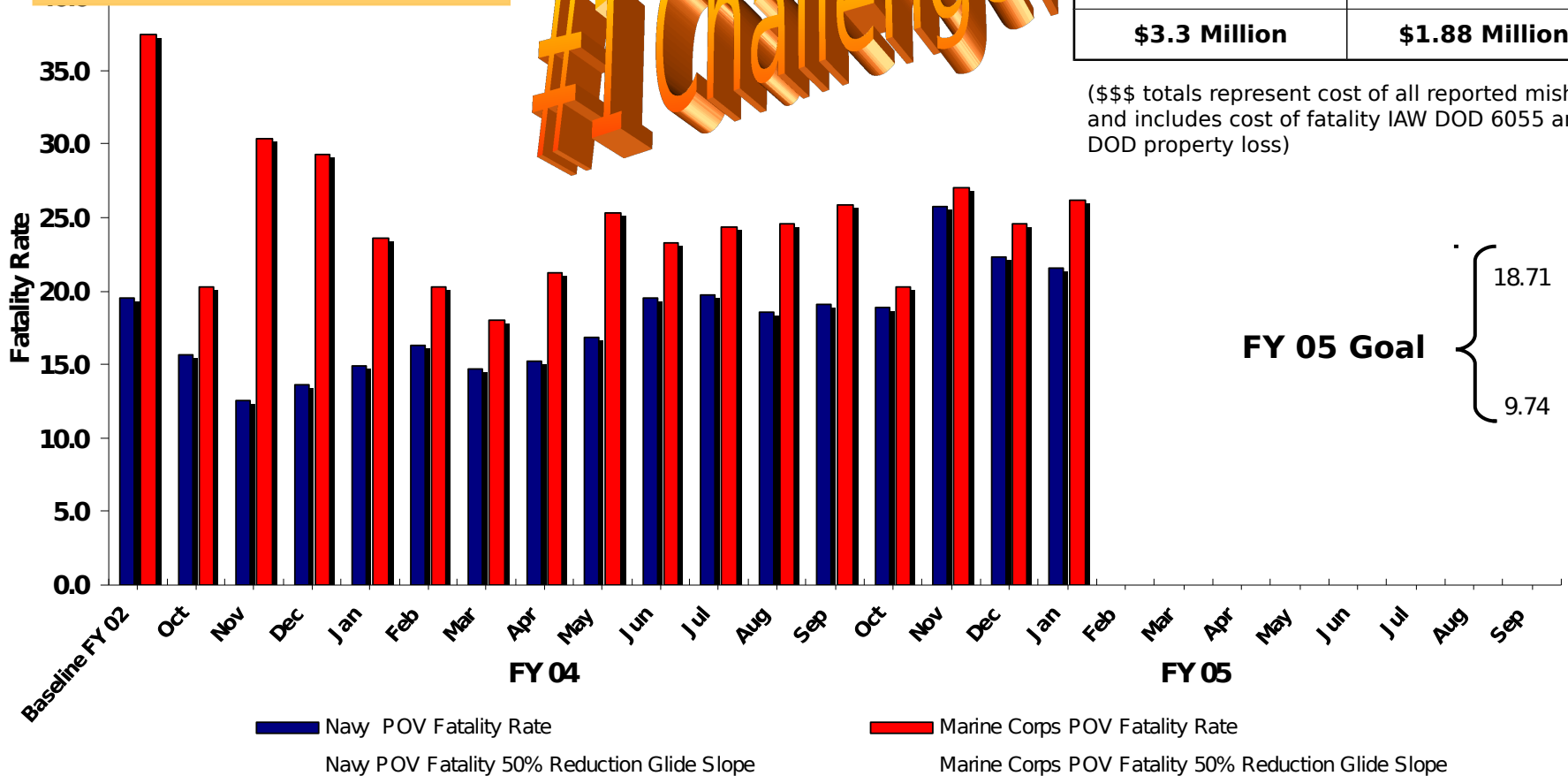
Leading Causal Factors

- Nighttime Driving
- No Seat Belt Use
- Excessive Speed
- Alcohol
- Fatigue

#1 Challenge!

| FY04 Losses | |
|---------------|----------------|
| USN | USMC |
| 73 Fatalities | 46 Fatalities |
| \$14 Million | \$11 Million |
| FY05 Losses | |
| USN | USMC |
| 26 Fatalities | 15 Fatalities |
| \$3.3 Million | \$1.88 Million |

(\$\$\$ totals represent cost of all reported mishaps and includes cost of fatality IAW DOD 6055 and DOD property loss)



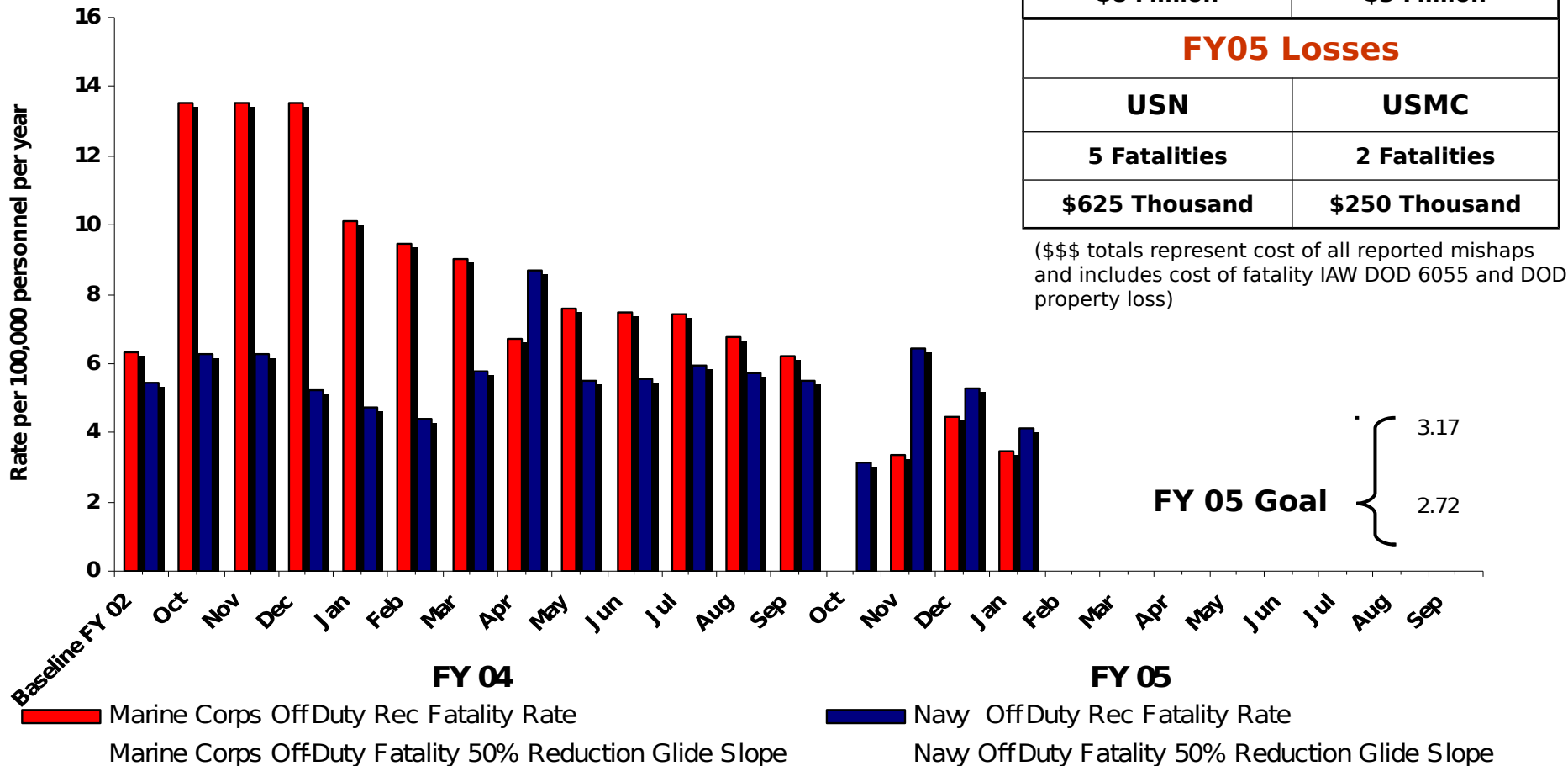


Status Check

(Recreation/Off-Duty Fatalities)

Leading Causal Factors

- Inadequate training
- Failure to follow regulations
- Lack of experience at activity





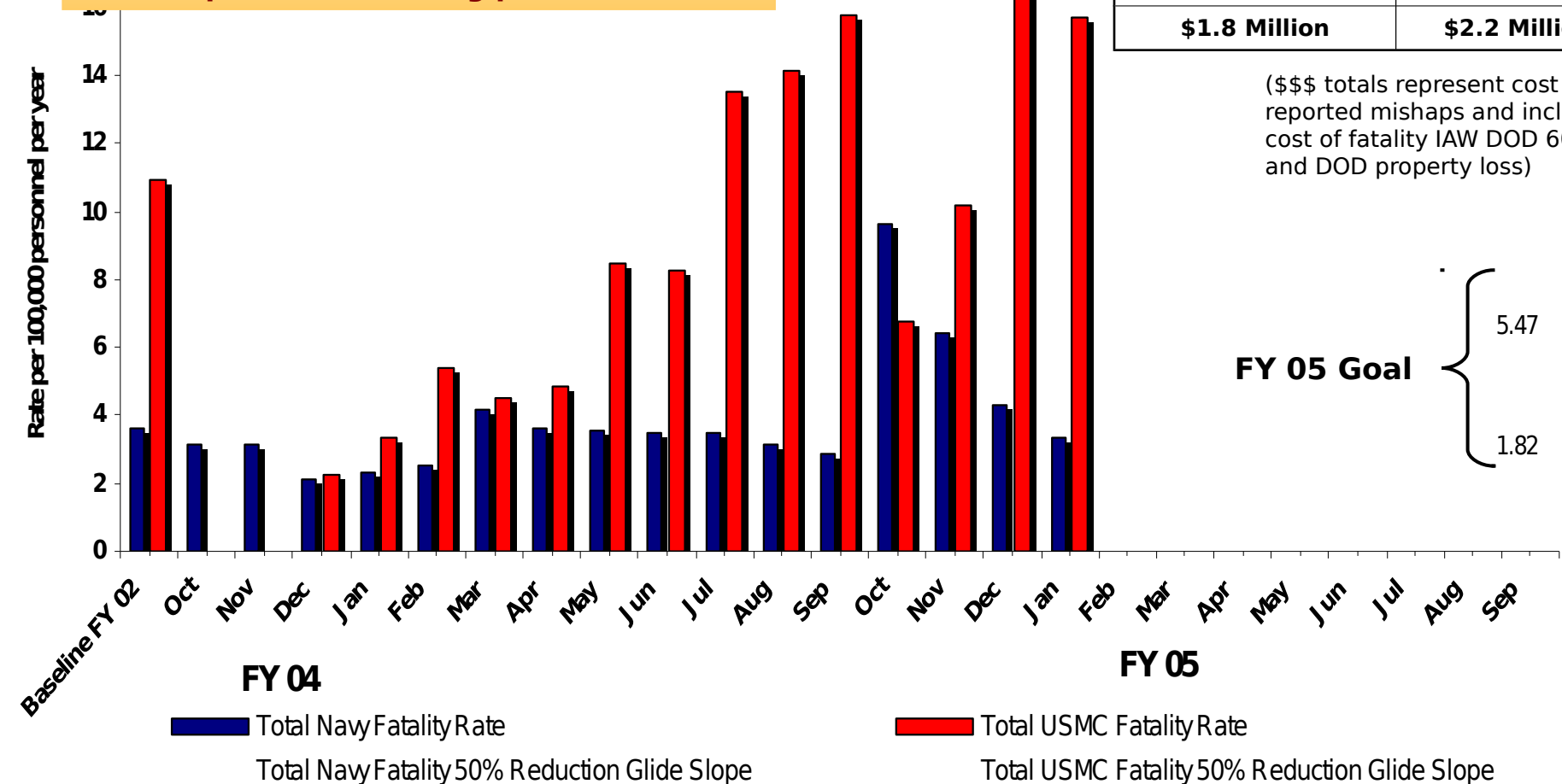
Status Check (Operational Shore/Ground Fatalities-incl MV)

Leading Causal Factors

- Insufficient training for tactical vehicle operation
- Failure to follow written procedure
- Negligent firearms discharge
- Inadequate conditioning prior to PRT

| FY04 Losses | |
|----------------|---------------|
| USN | USMC |
| 11 Fatalities | 28 Fatalities |
| \$11.2 Million | \$9.3 Million |
| FY05 Losses | |
| 4 Fatalities | 9 Fatalities |
| \$1.8 Million | \$2.2 Million |

(\$\$\$ totals represent cost of all reported mishaps and includes cost of fatality IAW DOD 6055 and DOD property loss)



Note: Does not include casualties due to enemy action

FB0599_2nd FLEET. 28 January 2005.

Updated

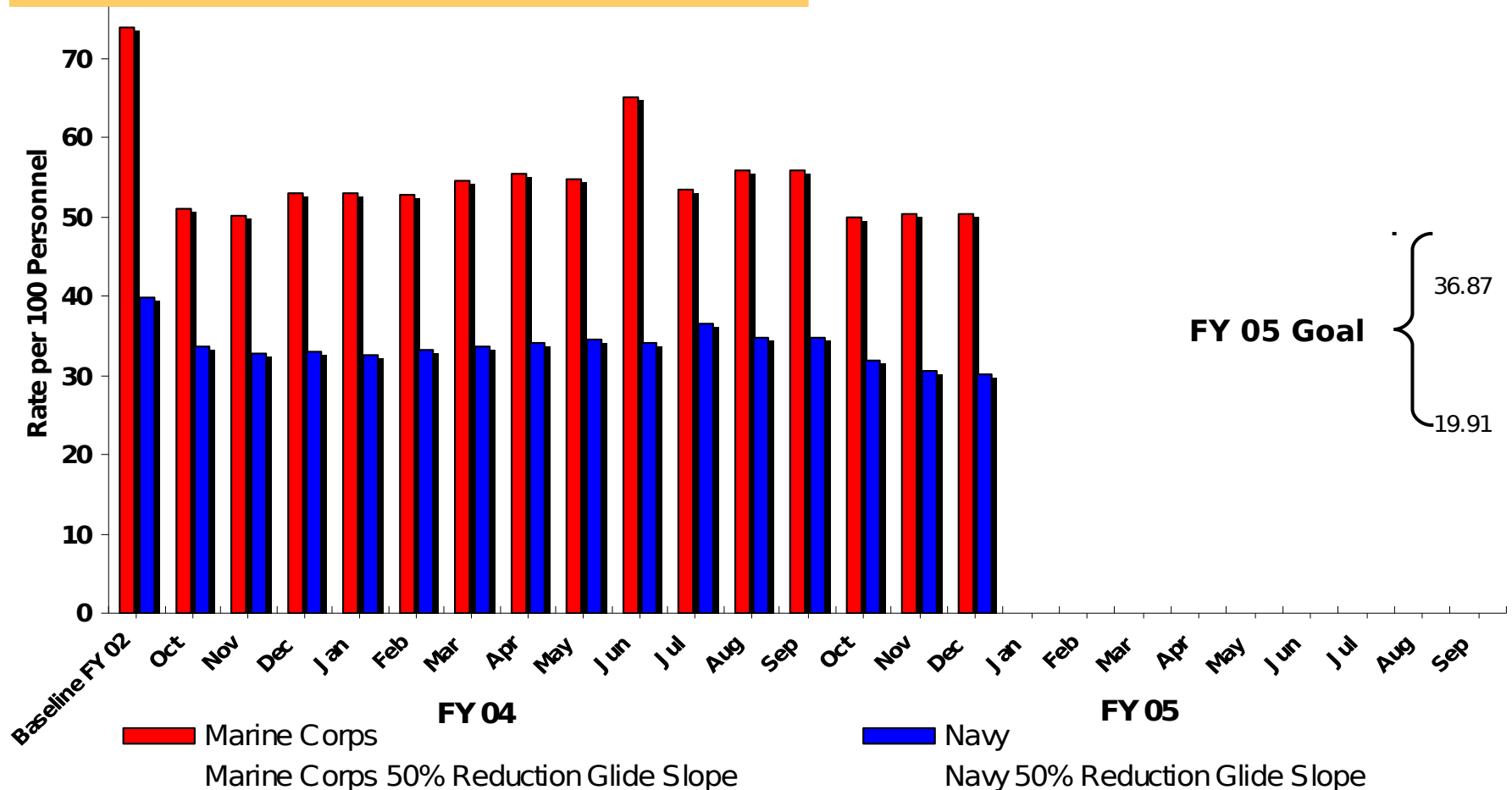


Status Check (Civilian Lost

Day Dates)

Leading Causal Factors

- Industrial mishaps (slips, trips, and falls)
- Overexertion in the workplace (results in injuries, sprains, and strains to back, feet, ankle, legs and toes)
- Failure to take proper precaution





Today's Areas of Greatest Concern

The Largest Challenge: Aviation - Traffic - Recreation!



| FISCAL YEAR | COST | |
|-------------|----------|----------|
| | OVERALL | AVIATION |
| FY00-04 | \$4.6B | \$4.0B |
| FY02 | \$683M | \$588M |
| FY03 | \$1.029B | \$955M |
| FY04 | \$1.365B | \$1.286B |
| FY05 | \$215M | \$207M |

| DEATHS | | | | | | | | | |
|---------|------------|-----|--------|-------|---|------------|--------|-------|----|
| OVERALL | | PMV | | | | RECREATION | | | |
| | | Air | Afloat | Shore | % | Air | Afloat | Shore | % |
| 1,071 | 582 54% | 90 | 124 | 368 | | 149 14% | 29 | 35 | 85 |
| 238 | 140 59% | 30 | 32 | 78 | | 32 13% | 9 | 5 | 18 |
| 232 | 119 51% | 17 | 31 | 71 | | 32 14% | 9 | 6 | 17 |
| 213 | 119 56% | 16 | 20 | 83 | | 33 15% | 4 | 9 | 20 |
| 94 | 41 | 13 | 7 | 21 | | 7 | 1 | 2 | 4 |

(\$\$\$ totals represent cost of all reported mishaps and includes cost of fatality IAW DOD 6055 and DOD property loss)

51-72% of deaths are due to PMV & Recreation mishaps
85-96% of resources lost are due to Aviation mishaps



Force Comparison (# Fleets) – FY05

Aviation
Flight Mishaps
(per 100K flight hrs)

| USN A's/Rat e | 2 nd | 3 rd | 5 th | 6 th | 7 th |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| 5/1.67 | 1 | 1 | 1 | 0 | 1 |
| Afloat Mishaps (per 100 ships) | | | | | |
| 2/1.87 | 0 | 1 | 0 | 0 | 1 |
| Shore/Ops Mishaps (per 100k personnel) | | | | | |
| 4/3.32 | 0 | 1 | 0 | 2 | 0 |
| Rec(Off-Duty) Fatalities (per 100K personnel) | | | | | |
| 5/4.15 | 1 | 1 | 0 | 1 | 1 |
| Traffic Fatalities (per 100K personnel) | | | | | |
| 27/22.43 | 9 | 6 | 0 | 2 | 0 |



Force Comparison (# Fleets) – FY04

Aviation
Flight Mishaps
(per 100K flight hrs)

| USN A's/Rat e | 2 nd | 3 rd | 5 th | 6 th | 7 th |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| 12/1.16 | 5 | 4 | 0 | 0 | 1 |
| Afloat Mishaps (per 100 ships) | | | | | |
| 8/2.41 | 3 | 2 | 2 | 0 | 1 |
| Shore/Ops Mishaps (per 100k personnel) | | | | | |
| 9/2.35 | 1 | 1 | 0 | 0 | 0 |
| Rec(Off-Duty) Fatalities (per 100K personnel) | | | | | |
| 22/5.76 | 7 | 2 | 0 | 0 | 3 |
| Traffic Fatalities (per 100K personnel) | | | | | |
| 78/20.41 | 23 | 14 | 0 | 6 | 4 |



Force Comparison (# Fleets) -

FY02-FY04

Aviation
Flight Mishaps
(per 100K flight hrs)

Afloat
Mishaps
(per 100 ships)

Shore/Ops
Mishaps
(per 100k personnel)

Rec(Off-Duty)
Fatalities
(per 100K personnel)

Traffic
Fatalities
(per 100K personnel)

| USN A's/Rat e | 2 nd | 3 rd | 5 th | 6 th | 7 th |
|---------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 59/1.75 | 19 | 21 | 8 | 3 | 3 |
| 25/2.51 | 8 | 6 | 5 | 1 | 5 |
| 28/2.44 | 7 | 1 | 0 | 0 | 0 |
| 63/5.48 | 24 | 12 | 0 | 0 | 5 |
| 223/19.40 | 68 | 50 | 0 | 13 | 7 |



Programs That Work and Those That Don't

What Works:

- **Active ORM Programs**
- **Safety Surveys**
- **Online Assessments (SCAS/CSA/MCAS)**
- **Culture Workshops**
- **"Focused" Awareness**
- **Intrusive Leadership**
- **Strong mentorship at Petty Officer and NCO level**
- **Rigorous enforcement of safety requirements**
- **Activities that tie accountability to actions**

Examples of the above...

- ***Hawaii Region "Big Five" Enforcement Initiative***
- ***Camp Lejeune Military Police / Civilian Police "Ride Along" Program***
- ***Navy and Marine Corps Leaders' Command Letter to Parents of Service Members on Leave***
- ***Liberty Limits***
- **Talk Safety - Walk Safety - Enforce Safety**

What Doesn't Work:

- **Current PMV enforcement efforts by chain-of-command**
- **Safety instructions that lack clear guidance on how to achieve desired safety standard**
- **Safety programs not based on measurable metrics (unable to determine ROI)**
- **Passive Leadership - "Safety Talk" but no real involvement**
- **Safety "Peaks" after mishaps**



Why is there still a mishap problem?

1. CO's must base ~~line~~ their commands.
2. CO's tools to consistently hold their Sailor's accountable.
3. FLAG involvement/support must be increased.
4. Mentorship - More on On-Duty interaction than Off-Duty involvement.
5. PMV program not working.
6. ORM not institutionalized.
7. No inspection program in place to ensure compliance. White Hat vs. Black Hat.
8. Screening new recruits.



Actions to Address Mishaps

1. Safety base line.

- Direct all commands to complete a safety culture assessment survey (SCAS) of their activities and review the trends and results to define actions to improve their safety culture.

2. Don't use helmets, don't wear mandatory PPE, DUI is against the law...

- Give CO's tools (NJP) to use when Sailors violate UCMJ and naval instructions.
(Eliminate "Double Jeopardy")

3. VCNO First Flag Notification - after 6 months, 50% compliance.

- Re-emphasize requirement.

4. Mentor program.

- Revitalize and make work off-duty.
- All commands establish liberty limits and CONUS liberty risk program.

5. PMV training outdated.

- Ensure base PMV program is funded.
- Support pilot program for PMV training.

6. ORM is not being fully utilized by all commands.

- Support upcoming recommendations to ORM program.

7. Compliance is driven by events and schedule.

- Inspect safety directives and programs.

8. NTC/RTC develop program to screen "High Risk" personnel.

- Moving violations.
- High risk recreational activities.

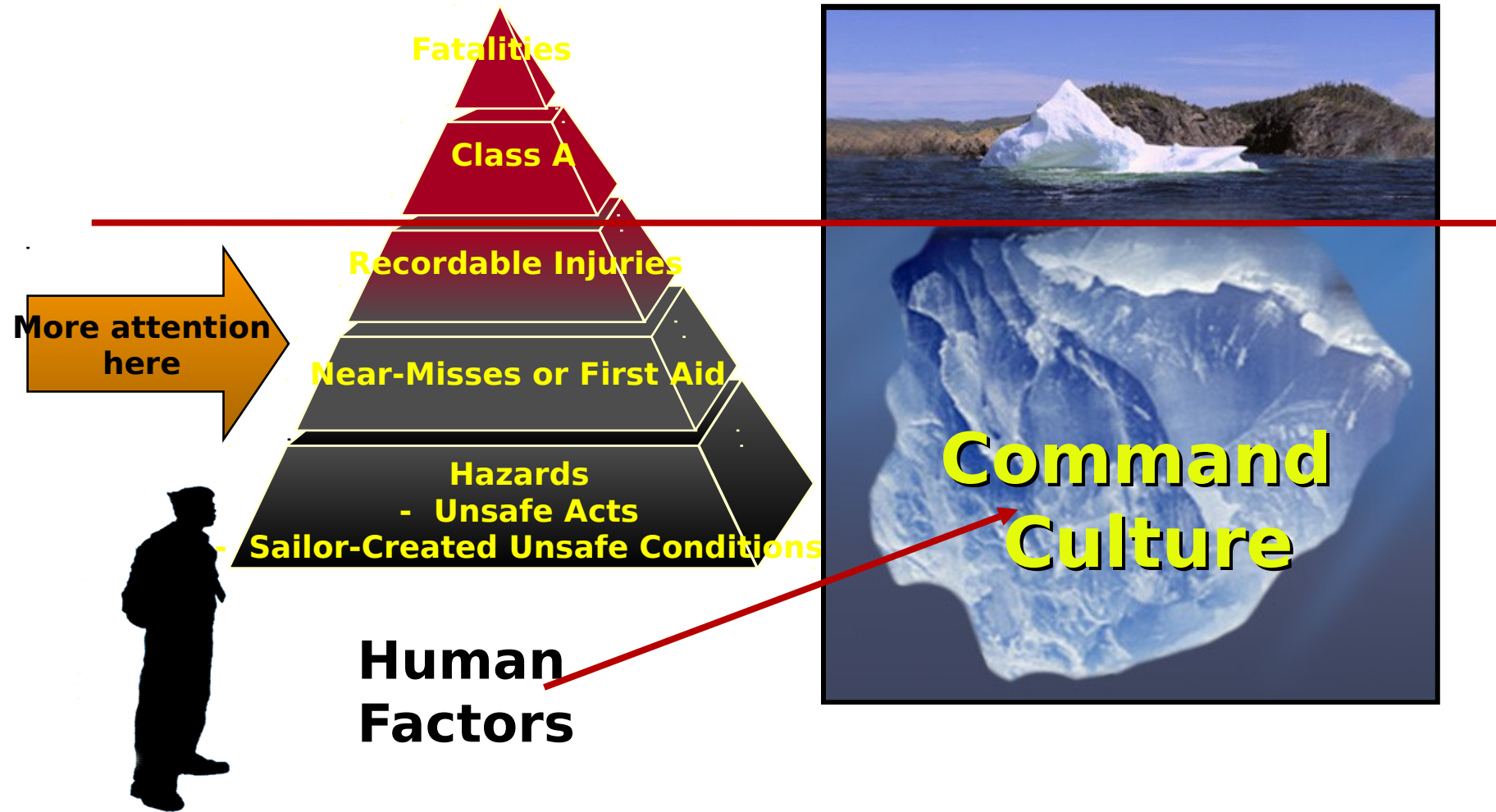


If I were CO, I would do these 6 things to improve Safety in my Command...

- **VISIT THE NAVAL SAFETY CENTER WEBSITE - THE TOOLS ARE THERE!**
- **SCHEDULE A BASELINE SAFETY SURVEY, CULTURE WORKSHOP, AND/OR AN ONLINE SCAS/CSA/MCAS SURVEY AS APPROPRIATE FOR COMMAND.**
- **ENSURE THE COMMAND HAS A SOLID WELCOME ABOARD/SPONSORSHIP PROGRAM AND MENTORSHIP PROGRAM. (ON- AND OFF-DUTY)**
- **IDENTIFY KNOWN HIGH RISK PERSONNEL WITHIN COMMAND.**
 - **ONE ON ONE AWARENESS TRAINING AND MENTORING (WHO RIDES A MOTORCYCLE?)**
 - **ESTABLISH STATE SIDE LIBERTY RISK PROGRAM.**
 - **SHOW PERSONNEL THE COLD HARD OUTCOME OF FAILING TO FOLLOW THE RULES AND EXERCISE SAFETY.**
 - **PAGE 13 ENTRIES ENTERED INTO RECORD UPON COMPLETION OF EACH TRAINING SESSION.**
- **MAINTAIN HIGH VISIBILITY WITHIN COMMAND. TREAT ANY MISHAP THE SAME.**
- **HOLD PERSONNEL ACCOUNTABLE FOR FAILURE TO FOLLOW REGULATIONS.**



Leaders Focus on Culture



Set the Standard - A Class "A," is a Class "A," is a Class "A"



THE BUILDING BLOCKS OF SAFETY



DESIRED END STATE

Every Sailor possesses an ever-present and intuitive safety awareness that he or she carries at all times - at sea, on deployment, at work, at home, on liberty and leave.



QUESTIONS



RADM DICK BROOKS, USN
www.safetycenter.navy.mil
757-444-3520 DSN 564